

THE MODERN SAM.

HIS NAME IS JOHN U. L. AND HE IS LOADED DOWN WITH THE WHITE MAN'S BURDEN.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)

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LONDON.—John Bull is the modern Sambo the sailor. The hero of the Arabian Nights was loaded down with one little old man of the sea. John Bull has eight black, brown, yellow or white lumps of humanity on his shoulders to every man, woman and child in Great Britain, and his colonies cover the globe. He is the boss colonizer of the nations, the boss land-grabber and people-grabber. In one way or another he has gotten a title to one-fifth of the land on the earth's surface, and he governs more than one-fifth of all the world's people.

BRITISH MONEY IN COLONIES.

It costs John a pretty penny to keep up his outside establishments. He has an army of 1,000,000 men scattered over the globe, and there through his various dependencies, he has established the biggest navy on earth to defend them, and he has piled up a national debt of enormous proportions.

At the same time the English believe their colonies pay. They say they could not exist as a manufacturing nation without them. They rely upon them for their raw materials, and they sell them a great part of the British home products.

THE ENGLISH COLONIAL TRADE IS ENORMOUS.

In imports it gives Great Britain \$47,000,000 worth of raw materials and food stuffs every year, and this is more than the country gets from any place else outside the United States.

BRITISH TRUSTS AND COLONIAL STOCKS.

The British invest to a large extent in colonial security. A look at the stocks sold here on the London exchange shows that the undertakings represented are scattered over the globe. The market goes wild over the diamonds of South Africa.

News by Frank G. Carpenter.

ca, the gold mines of the Rand and the wool products of Australia. You can buy stocks in enterprises of almost any of the colonies. There are coffee syndicates from Ceylon and India, sheep stocks from the Falkland Islands, cotton companies of Zanzibar, and, indeed, so many different trusts devoted to foreign investments that a page of this paper would not hold them all.

Great Britain now more than four billion dollars directly invested in the colonies. Much of this is in loans at a low rate of interest, the government substantially guaranteeing the dividends. Some of the larger syndicates are under the patronage of the king. The British North Borneo company, which is selling land and laying out coffee and rubber plantations about Sandakan, governs the country for England. It has built railroads and telegraph lines, and is selling lands under the guarantee of British protection.

The British South African company has been practically controlling Rhodesia, an enormous territory in southern Africa. It has a capital of \$15,000,000, and its revenues are several million dollars a year.

The British East African company, which has been operating in Zanzibar, and along the east coast of the continent, has acquired hundreds of thousands of square miles of territory, and that added to the empire by the British South African company is ten times as big as Pennsylvania. These companies have surveyed more than 10,000,000 acres of land. They have built towns and villages. They have laid down railroads and telegraphs and are opening up commerce in every direction.

ANOTHER COLONIZING COMPANY IS OPERATING ALONG THE NIGER.

It began with a capital of \$5,000,000, and has made treaties with more than 300 African kings. It has a river fleet and has established trading stations. Through it the British have gained a territory ten times as big as the state of New York, with a population of 30,000,000.

THE BRITISH IN AFRICA.

But this is by no means all that the British are doing in Africa. They have already taken possession of the very best lands of that continent, and are

making improvements in nearly every territory. Including Egypt, which they practically own, they have about one-third of all the land in Africa, or, in all a territory larger than the whole United States. Cape Colony is bigger than Texas, Natal and Zululand are larger than Maine, Transvaal is larger than Vermont and Bechuanaland is more than ten times as big as Indiana. The Transvaal is about twice the size of Illinois, the Orange River Colony is as big as New York, Rhodesia would make eight states like Missouri, and East Africa, including the Nile basin, is alone about one-sixth as large as the whole United States. In the western part of the continent, Nigeria is twice as big as California, Lagos and Yoruba are just about as large as New Jersey, and the Gold Coast province, on the land behind it, is not quite so large as Minnesota. Sierra Leone is four times as large as Massachusetts, Gambia is as big as Porto Rico, and Egypt, with the Sudan, governed by the English, has 1,000,000 square miles, or one-third as much territory as the United States proper.

GREAT BRITAIN'S NEW AFRICAN RAILROADS.

"These states are scattered throughout the continent, and the English are planning railroads for nearly all of them. The greatest enterprise is to extend the railroad from Cairo to the Cape, but there are also many minor lines. In Lagos off the west coast, a road 125 miles long has been constructed. It cost five million dollars, or about \$40,000 a mile. Other roads are now being laid out on the mainland just opposite, and also in the Gold Coast near by.

In Nigeria roads are planned from the coast to the interior. This country is one-tenth the size of the United States, and has connection by caravan with the Mediterranean through the Desert of Sahara, and also by the Niger with the sea. It has a large population, and a railroad will open up considerable trade. The Germans, French and Belgians are also building railroads inland from the West African coast. The English are making wagon roads, and are extending their telegraph lines.

THE NEW SOUTH AFRICA.

South Africa is rapidly growing. It has had a boom since the close of the

Boer war. A large number of new settlers have come in. In the new towns are going up in the Transvaal, Orange Free State and in Rhodesia. New railroads are under construction, and there is a steady growth in commerce and trade. The imports from the United States are increasing, and they now amount to tens of millions of dollars a year. We are supplying many of the locomotives, cars and steel rails for the new lines, and the number of passenger cars are being used, and our wagons are doing the trucking over the high plains. American plows are coming in, and great areas of the clearing is being done with American axes.

FUTURE AFRICAN CITIES.

The towns of South Africa have all modern conveniences. We sold 5,000 arc and incandescent lamps to one city quite recently, and the larger places offer a market for our street car equipments. The countries are being settled by many of our people, and the English, who have the same wants that we have, creating a demand for our goods.

The trade towns are rapidly growing, and there will soon be substantial cities in the north central part of the continent. The Bulawayo. It has now more than 5,000 people, and it waxes like a green bay tree. It has a bank, a post office, a public building and a hospital. It has daily newspapers with telegraphic news from all over the world, and the capital of Matlabellan is being planned to be a modern sized city. It is the same with Salisbury, the principal town in Mashonaland. Its population at the last hearing was 2,000. It has a bank, a post office, a public library and daily and weekly newspapers.

BRITISH DEVELOPMENTS IN EAST AFRICA.

The great railroad development of the next few years is to be in East Africa. There are already extensive roads at the northern and southern ends of the continent, and they are being extended by the line from Cairo to the Cape. About half of the way has already been covered, and the total distance will be only 5,000 miles long, or not longer than the Trans-Siberian rail-

road, with its Manchurian connections, of this only 750 miles will pass through foreign territory. That will belong to the Germans, cutting their lands in East Africa. The remainder will be entirely British, or under British control.

One-fourth of the new construction will be along navigable waters, and it needs only 1,500 miles more track to enable one to go by steam on cars and boats from one end of Africa to the other.

At present trains go from Capetown to Bulawayo, or just about as far as from New York to New Orleans. From there it is 600 miles to Lake Nyassa, which is 100 miles long and is navigable for steamers. Goods and passengers can be transferred to the lake and carried to its upper end, where a railroad 150 miles long will bring them to Lake Tanganyika, giving 400 miles more of navigable water communication on that lake.

From the top of Tanganyika 300 miles of track will connect with Albert Nyanza and its 150 miles of water communication, landing passengers at Dufur on the Nile. On the Nile a hundred miles or so of railroads will be necessary to pass some of the upper rapids and cataracts, and then there will be 1,000 miles of navigation to Khartoum. Indeed, I am told that an additional 1,300 miles of railroad would fill in all the breaks in steam transit from the Mediterranean to the Cape.

WHAT AFRICAN ROADS COST.

Well, Rhodes estimated that \$50,000,000 would pay the actual cost of completing the all-rail route to the Mediterranean sea. He figured that the road could be built for \$15,000 a mile, which was the cost of a large part of the roads he built in Africa. He said, however, that double that amount should be appropriated for it, so that the probability is that the average cost would be \$30,000 a mile. They have to climb the hills to the high plateau of the interior, and their country is very rough. The Uganda railroad, which runs from Mombasa, above Zanzibar, to Lake Victoria, has cost something like \$30,000 a mile.

NEW AFRICAN INDUSTRIES.

The English are setting out a great many experimental plantations in Africa. They are establishing tea, coffee

and the Congo line, built by the Belgians, cost \$20,000 a mile.

On the other hand, the roads in Bechuanaland have been made for \$15,000 a mile, and in Rhodesia at an average cost of \$10,000 per mile. At \$20,000 a mile \$20,000,000 would complete the connections with the lakes and the Nile, and \$80,000,000 would build the entire road, giving an iron track from one end of Africa to the other. Such a railroad will have connections with all parts of Africa, east and west. Short lines will be built to the Congo, and also to the east coast at Zanzibar, Mombasa, Beira and Durban.

CAPETOWN, KIMBERLEY AND DURBAN.

The metropolis of South Africa is Capetown. It has with its suburbs about 90,000 people. It has fine public buildings, good residences, electric lights and street cars and every sort of modern improvement. Kimberley, the center of the diamond industry, has 30,000, and Durban, the capital of Natal, is twice as large.

These three towns are great commercial centers. Something like \$20,000,000 worth are sent away. This is exclusive of specie, and now that the old mines of the Transvaal are again producing heavily, the shipments of the precious metal will be large.

The trade of Kimberley is chiefly in diamonds. It exports millions of dollars' worth every year, although the quantity is now limited to the demand by the diamond trust. All diamonds of value in Africa are controlled by the De Beers Consolidated mines. This company is a diamond monopoly. It has a capital of \$20,000,000 and it declares dividends of from 40 to 50 per cent. It is now producing something like \$50,000,000 worth of diamonds every day, or from \$15,000,000 to \$20,000,000 worth a year. Since its beginning it has handled about \$400,000,000 worth of diamonds, and it has enough in stock to supply the world for some time to come. The De Beers trust employs about 8,000 blacks and 1,000 whites, paying out the equivalent of a million dollars every month in wages alone.

NEW AFRICAN INDUSTRIES.

The English are setting out a great many experimental plantations in Africa. They are establishing tea, coffee

and cotton estates in the different colonies. In Natal there are a number of large tea plantations, which annually produce more than a million pounds of tea. The Ceylon estate has 3,000 acres, and is worked almost entirely by native labor. The tea is picked by men and women and carried into the factories on their heads.

In western Africa there are successful cotton plantations, and experiments with cotton are being made in eastern Africa as well.

Rhodesia has some of the best grazing lands and many Englishmen are now going there to rear cattle. The land is sold for 40 cents and uncultivated acre, and 3,000-acre farms bring all the way from \$1,200 to \$10,000 each. There are many towns going up in that territory. The buildings are made of brick, with wooden cottages in the suburbs. The people live comfortably, and it is not an uncommon thing to find a dining or a billiard table in a private house.

In Natal more than 200,000 acres are now cultivated. In the Orange Free State there are several million acres of farming and grazing lands owned by Europeans, and the same is true of the Transvaal, about which so much has been written within the past few years.

GOLD AND COPPER.

The mineral wealth of the British possessions in Africa is enormous. There are big coal mines back of Durban, and the gold mines with Australia and the United States are the greatest producers of the world. Many of the colonies have not been prospecting as yet, but there are already 500 square miles of gold fields being worked by 300 different companies and syndicates. Uganda, which lies north of German East Africa, between Lakes Victoria and Albert and copper, is said to have gold, iron and copper in great quantities. The state is about as big as Kansas and is now reached by railroads from Mombasa. The English capital is Entebbe, on the northern shore of Lake Victoria.

There is gold in the British colonies of West Africa, new fields having been recently opened up at Ashanti. There are said to be old mines in Rhodesia, which are now to be reopened, and the Transvaal alone can produce \$50,000,000 or \$60,000,000 worth of gold per year.

FRANK G. CARPENTER.

MOTOR CRAZE OF KING OF ITALY

(Continued from page thirteen.)

accompany the king everywhere and remarked that if they went as fast as his majesty desired it would be the last of the bicyclists.

"Never mind," was the reply; "I am not dependent on them. They must do as best they can."

"Anyway, your majesty will not be undressed," said his companion, showing a revolver, "and I know how to use it," he added significantly.

"As to that, so do I," replied the king, "and, what is more, I should not hesitate to do so were I attacked, and he also displayed a pistol.

The ambassador gave the machine its head and the poor bicyclists were soon so entirely out of it that they decided it was a pity to die in a hopeless cause, and, taking it easy, arrived an hour after their master.

HE WAS ARRESTED.

Lately Victor Emmanuel III, receiving a foreign diplomatist, himself an enthusiastic motorist, talked at length exclusively of this form of sport, declaring that while as a sport it is incomparable, it has a much more serious side and interest. His majesty said he was convinced that the bicycle was useful in the army is quite overlooked and has only to be developed to be of immense value. All through the maneuvers just closed the king had four automobiles in constant use and was consequently in direct communication with all his forces. His sudden appearance when he was supposed to be miles away seemed like magic to some of the more ignorant soldiers. The royal taste for popping up unexpectedly was not altogether popular with the officers either, for the king always seemed to turn up just when things were going badly. However, there is no doubt that he stimulated activity and initiative such as have been unknown hitherto.

These same maneuvers were rich in comic incidents, which King Victor enjoyed as thoroughly as any one. He has a keen sense of humor, which sometimes gets the better of his rather exaggerated dignity as king. One night without the least warning he shot into the lines, taking no notice of the sentinel—in fact, not seeing him. The soldier, thinking some private gentleman, or worse, some journalist, was trying to get illicit information, gave the alarm, so that the whole regiment was under arms in an instant looking about for the cause of so much commotion. The automobiles, which had come to a standstill and the occupant tranquilly descended. Being disguised in goggles and a long cloak no one recognized the driver, so that an officer took him roughly by the arm and gave him a shake, saying:

"How dare you pass the sentinel in that manner! What do you want here, anyway?"

Before the king could reply the officer had signed two soldiers to advance. "Arrest that man," he commanded, and turning on his heel disappeared into his tent. The prisoner offered no resistance, but slowly took off his strange headgear and allowed his cloak to fall, revealing the king in a general's uniform. The soldiers stood petrified. Victor Emmanuel smiled, said, "Call that officer and dismissed them. The interview which followed is unchronicled, but must have gone well, as both sovereign and officer parted smiling.

Many of the soldiers were in their



KAISER'S FRIEND HERE.

The subsidizing of the Cunard liners by Great Britain has been denounced by Mr. Ballin in emphatic terms. He hopes, however, to see the German liners work in harmony with the International Mercantile Marine company, and is planning to that end.

first year of military service and from isolated farms, so that their ignorance and superstition were in many cases colossal. An old trooper, to play on their susceptibilities, spread the rumor that the king was coming to see them, and that he would be with them, and what is more, that the automobile was a phantom also. One poor soldier was so convinced of the truth of the tale that he decided to brave his terrors for the sake of seeing a real ghost. For several days the king did not come, but at last the patient watcher saw a cloud of dust along the road and began to turn. He shut his eyes for terror, but opened them suddenly when he heard himself addressed. It was the king's chauffeur who asked the way to the nearby town. The soldier, with bulging eyes, only whispered:

"There are, then, two evil spirits!"

"My good man," said the king himself, "do you not understand your own language? Where is X?"

"Get out! You are the devil!" shouted the man beside himself with terror, and, crossing himself, he took to his heels and disappeared.

All this is the comic side of motoring, but there is another and rather serious one. The Italian people have no idea of the many dangers in which they have been on the point of being left kingless and without a direct heir to the throne. The king admits that his fondness for going at a great speed is a source of danger, but he does not seem to have been changed and the warning given had not been seen, so only the quickness of a small boy had saved his sovereignty from certain destruction. He was well rewarded and the incident was

kept quiet for a time. Naturally, Victor Emmanuel III always finds scores of persons ready to render him aid of all kinds, which his majesty makes it a point to refuse. One day his chauffeur called a peasant to come to his assistance, and the king immediately said, "Am I not here to help you? Never call assistance," and later explained that his motive was twofold, because he wished to remain unrecognized, and therefore free to do as he liked, and because if he accepted assistance every time he broke down from everybody who offered he soon would be a poor man.

GOOD FOR FIFTY MILES AN HOUR.

Most of the king's subjects regard his craze for motor cars with amused toleration, as up to the present he has had the good luck never to run over any one. Cattle, horses and mules, say nothing of dogs, have occasionally come to grief, but these incidents are not chronicled, and the people at large know nothing of them.

Victor Emmanuel has four automobiles, but the most recent is the favorite, as it has the greatest speed. This is used personally and has called it "Niko" (Victory), the name being clearly painted on the back. It is of the finest French make, and is said to have cost \$50,000. It seats four persons and has a maximum speed of 50 miles an hour. The queen mother also has a handsome car, but it cannot go quite so fast, and cost somewhat less.

WOMAN'S HEALTH

Depends largely on the condition of the stomach. If this important organ is allowed to become weak, Constipation develops. Then follow Nausea, Sick Headache, Nervousness, Insomnia and General weakness. To preserve health there is nothing so good as Hostetter's Stomach Bitters. It will aid digestion, promote regularity and cure Dyspepsia and Constipation. A trial will convince you of its value. For Sale by Druggists.

HOSTETTER'S STOMACH BITTERS.

The king learned to motor shortly after his marriage, seven years ago, and took to it with remarkable aptitude. He not only learned to guide the car, but to repair it, understanding its mechanism so well that he practically has no need for the chauffeur, although he always has one with him. He learned the lesson of motoring one summer in the park at Racconigi, and as he rode for a considerable distance goes by the park railings. It was the delight of the peasants and barefoot boys to sit on the fence or peep through the hedge at the sovereign, and if he came to a standstill or ran off the road this item lasted them for days to gossip over.

Both king and queen affect the simplest costume when motoring. They both have dust cloaks and head coverings with goggles, but the cars are so well known that they seldom escape recognition.

Queen Elena is only second to her husband in her knowledge of the mechanism of an automobile. She never has to put her knowledge to practical use, but if the necessary should come, she knows also how to drive the Nike, but once having had a narrow escape from a bad accident she declares that she has no nerve for it.

CARNEGIE VS. THE VICAR

Funny Tiff in Which the Millionaire Came Out Ahead.

Special Correspondence.

London, Nov. 15.—Andrew Carnegie has been having a pretty tiff with a parson lately, and has come out ahead. The trouble was over an offer of \$50,000 to build a library for the town of Ilford for the establishment of a library. The rector of the parish church, who seems to be a sort of local Savonarola, told his congregation that he was an inviolable rule to refuse. One day he was in the pulpit, and he had a bonfire in which to burn them. This and other remarks attacking Mr. Carnegie angered the millionaire so much that he wired immediately to the vicar, explaining that his motive was twofold, because he wished to remain unrecognized, and therefore free to do as he liked, and because if he accepted assistance every time he broke down from everybody who offered he soon would be a poor man.

At last it was decided that a delegation of the United States and the great man personally. The strained relations of the vicar and his congregation were put vividly before him and then, after consulting his secretary, he yielded. After all, he said, "this car of Ilford is but one man with an intelligence, and as it appears now that he has so much following, it is good to his opinions about the education of the working classes, you can have the \$50,000, and it is to be hoped that the vicar will never condescend to borrow a book out of the library."

J. C. Arter, an American from Cleveland, was yesterday given commission to paint the portrait of the Archbishop of Canterbury. Mr. Arter expects to sail for the United States in a few days, and will do the portrait of the Archbishop in London immediately on his return to England. The head of the Church of England called on Mr. Arter, saw his latest work, the painting of Lady Wiltshire, a celebrated English beauty, and forthwith decided to be "done" by the American. The archbishop's condition being that he be allowed to go home and get his wife's help in choosing the photograph from which Mr. Arter will make some preliminary sketches of his grace. Thus in another instance the archbishop proved the truth of the current opinion that Mrs. Randall Davidson has a large influence in small as well as great matters in connection with Lambeth palace, official residence of the archbishop in London. Another cleric on Mr. Arter's list is his holiness the pope who has consented "to sit" in the spring.

Mr. Arter is keenly enthusiastic at the prospect of exhibiting in the "one-man" way during the season in London next June, and later in Berlin. He will collect the more important of his pictures and recent work, and the States will paint there for a few weeks, and then return to England to get ready for his exhibition. Among the American women whose portraits may figure in the collection are Mrs. George W. Kinney of Cleveland, Mrs. Clark Browning of Toledo; the late Mrs. Archibald White, whose tragic death occurred in New York last winter; Mrs. J. J. Wyson, Mrs. Francis Burrell Hoffman, and Mrs. Fred Benedict, all of New York. Mr. Arter has just finished a portrait of Mrs. William Luther Croll, his cousin, who died in London last fall. Mrs. Croll was formerly Miss Alice Maud

Whittaker of Chicago, but she was almost as well known in Cleveland as is Mr. Arter.

Another picture recently finished by this lucky artist is one of Gov. Stone, which will hang in the state house in Harrisburg, Pa.

The mother of Great Britain's late ambassador to the United States is a remarkable type of British matron.

Lady Herbert Len is getting on in years, but she still continues her literary work (with decided journalistic leanings), and her vigilant efforts on behalf of the Roman Catholic church. Although she has the reputation of having brought more converts into her church than any woman in England, she has not been able to convince those of her own household. Sons and daughters alike have remained Protestant.

One of the intimate friends of Lady Herbert is the Catholic dowager duchess, her grace of Newcastle, who, like Lady Len, was converted to Catholicism. It was Lady Herbert who was primarily responsible for sending the once Nightingale to the Crimea, and the two remain great friends to this day.

LADY MARY.

We Will Buy

A 50c. Bottle of Liquezone and Give it to You to Try.

Liquezone—liquid oxygen—is the only product that can kill germs in the body without killing you. No man knows any other way to destroy the cause of any germ disease.

It is new to America, and millions who need it don't know of it. For that reason we make this remarkable offer. We will buy the first bottle and give it to you if you need it. We will do it willingly, gladly, to convince you at once and forever that Liquezone does kill germs.

We Paid \$100,000

for the rights to Liquezone for the United States. We tested this product for years in the most difficult germ diseases; then we bought these rights for the highest price ever paid for a scientific discovery.

We paid that price because Liquezone does what all the skill in the world cannot do without it. Any drug that kills germs is a poison to you and it cannot be taken internally. The best physicians, the world over, employ Liquezone alone for germ troubles; and any physician who doesn't is almost helpless in any germ disease.

Just Oxygen.

Liquezone is simply liquid oxygen—no drugs, no alcohol in it. It is the discovery of Paul, the great German chemist, who spent 20 years on it. His object was to get such an excess of oxygen in staple

form into the blood that no germ could live in any membrane or tissue.

Liquezone does that. The results are so certain that we publish on every bottle an offer of \$1,000 for a germ that it cannot kill. Yet oxygen is Nature's greatest tonic—the very source of your vitality. Its effects are exhilarating, purifying, vitalizing. But germs are vegetables, and this excess of oxygen—the very life of an animal—is deadly to vegetable matter.

We spend 14 days in making each bottle of Liquezone, and the result is liquid oxygen—the best thing in the world for you, yet certain destruction to disease germs, wherever the Liquezone-laden blood goes.

Germ Diseases.

These are the known germ diseases. All that medicine can do for these troubles is to help Nature overcome the germs, and such results are indirect and uncertain. Liquezone kills the germs, wherever they are, and the results are inevitable. By destroying the cause of the trouble, it invariably ends the disease, and forever.

As follows—Anemia, Hay Fever—Influenza, Blood Poison, Kidney Diseases, Bright's Disease, Liver Troubles, Bowel Troubles, Malaria—Neuralgia, Gout—Rheumatism, Piles—Pneumonia, Consumption, Pleurisy—Quinsy, Catarrh—Cancer, Skin Diseases.

50c. Bottle Free.

If you need Liquezone, and have never tried it, please send us this coupon. We will then mail you an order on your local druggist for a full-size bottle, and we will pay your druggist ourselves for it. This is our free gift made to convince you; to show you what Liquezone is, and what it can do. In justice to yourself, please accept it to-day, for it places you under no obligation whatever. Liquezone costs 50c. and \$1.

CUT OUT THIS COUPON for this offer may not appear again. Fill out the blanks and mail it to the Liquid Oxygen Co., 221-223 E. Kinzie St., Chicago.

My disease is..... I have never tried Liquezone, but if I will supply me a 50c. bottle free I will take it.

Any physician or hospital getting Liquezone will be gladly supplied for a test.



CARTER'S LITTLE LIVER PILLS

SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Heartily Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.



WHEN A WOMAN'S BACK ACHES--

The aches and pains that assail a woman's back when the kidneys are sick take all the life—all the energy—all the ambition out of her. Backache makes her tired out and weary, with nerves unstrung—she must attend to daily duties even though racking kidney pains make every motion of the body a misery. Then, too, when the kidneys are not relieved there is the annoyance and danger of urinary disorders. Good health can only be obtained with well kidneys. Keep the kidneys well with the greatest of modern specifics Doan's Kidney Pills.

SALT LAKE CITY PROOF

Mrs. Anna Carlson, rooming house, 213 West First South, says: "When anyone is annoyed with persistent aching across the small of the back and through the kidneys, some of the attacks so bad that one can hardly turn in bed and stooping causes sharp twinges across the loins, they may be certain that the kidneys require attention, and as a rule everything known about is tried to check the trouble. I persistently and consistently tried every after remedy all guaranteed to cure kidney complaint, but if any of them could have been depended upon I never would have finally gone to the P. J. Hill Drug Co.'s store for Doan's Kidney Pills. A dose or two took effect and a continuation of the treatment for some time lessened the pain that household could be attended to with some degree of comfort. Finally the last attack ceased."

A TRIAL FREE

To Salt Lake City News Readers.